GRUMMAN
plane news

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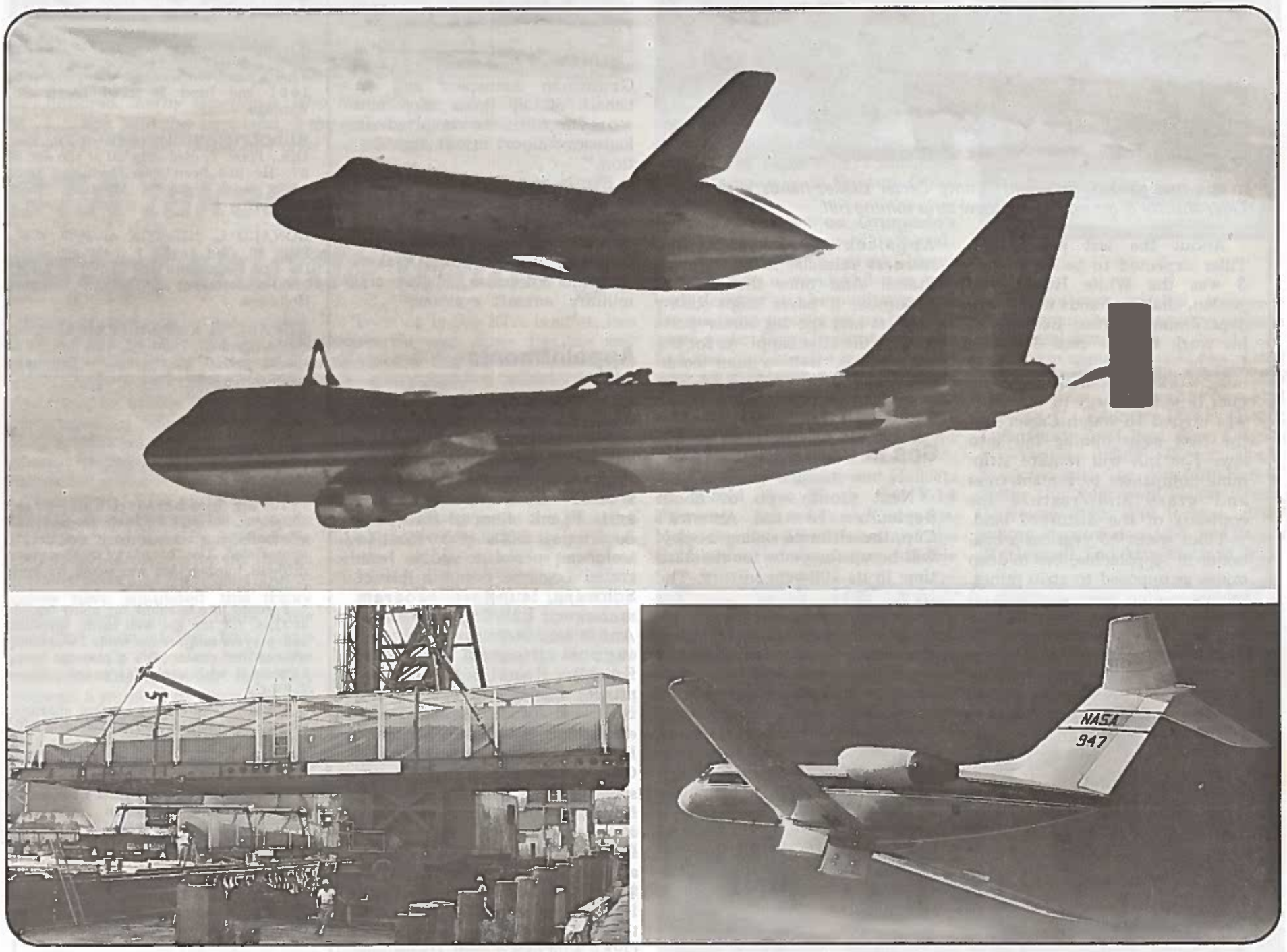

Enterprising adventure

On August 12, the Space Shuttle Orbiter flew the *Enterprise* on its maiden flight, have *Enterprise* made its first solo flight at Edwards Air Force Base, California. The event marked a major milestone in the nation's space program that calls for a fleet of re-usable space ships to make space travel a more workaday experience (top).

Playing a vital role in the shuttle training program is the Grumman Aerospace Shuttle Trainer Aircraft (STA), shown at right. Astronauts Fred Haise and Gordon Fullerton, who racked up over 62 hours training in the STA. (See story on page 3)

The same week, as the Orbiter made its first free flight, the third set of Grumman-produced Orbiter wings left Bethpage for an 18-day journey aboard a container ship, via the Panama Canal, to Long Beach, Calif. Upon arrival, the OV-102 wings will be trucked to the Palmdale facility of Rockwell International, prime contractor of the Shuttle.

people

In the rose garden. *President Jimmy Carter shakes hands with John Tiller shortly after signing the new strip mining bill.*

About the last place John Tiller expected to be on August 3 was the White House rose garden, shaking hands with President Jimmy Carter. Because of his work for the past 10 years fighting strip mining, Tiller, who now works as a tank assembly man in solar energy in Plant 33, was invited to watch Carter sign the new strip mining bill into law. The bill will require strip-mine companies to replant trees and grass and restore the contours of the disturbed land.

Tiller spent 35 years as a coal miner in Appalachia, but in deep mines as opposed to strip mines. "Strip mining destroys the land — does irreparable damage," he says.

Tiller came to Grumman in 1974 and says now that he wishes he'd left the mines 38 years ago . . . he likes Long Island and he likes Grumman. Comparing the bitter life of poverty that most people in Appalachia know with what he sees in the Northeast, Tiller says, "Grumman people are prosperous. A lot of them own houses, a lot of them have bank accounts. In Appalachia, people just about scrape by."

What does he think of the strip mining bill he worked so hard for all these years? "It's not enough, but it's a start. It's a bill that people can work with and maybe build a future with. If they don't, then Appalachia is gone . . . it's washing down the creeks and the rivers. People don't understand that Appalachia has one of the heaviest rainfalls in the United States. And once that land is disturbed, it never stops sliding until it hits the big sandy parts high in the Mississippi. As for the total result, well, a man would have to be a prophet to see that."

Son in international sail

Next month — on or about September 13 — the America's Cup, the ultimate sailing trophy, will be up for grabs for the 23rd time in its 106-year history. The New York Yacht Club has successfully defended the cup for the past 22 matches, and elimination trials for this year's American defender are now being held in Newport, Rhode Island.

The navigator of the *Courageous*, one of the three contenders, is Bill Jorch, 33, a Grumman computer engineer from Plant 5.

Bill was navigator on another sloop, *Valiant*, in 1974, but the craft did not make it through the elimination trials. He seems to be having better luck in the 1977 events. His father Bill, also a Grumman engineer, was pleased by the results of the first two days of elimination trials on August 16 and 17, when *Courageous* beat the other two contenders, *Enterprise* and *Independence*, in all races.

An electronic computer operated by navigator Jorch is helping *Courageous* stay in first place. In a race where every second counts, the computer can rapidly spit out information on wind angle, range, bearing, and speed.

The elder Jorch is keeping his finders crossed for *Courageous* and is justifiably proud of his son. "I first taught him to sail 17 years ago," he grins.

He's honored

On Tuesday, August 16, the Society of Logistics Engineers (SOLE) honored Grumman Aerospace Chairman and President George Skurla with its highest award — the SOLE Founder's Medal. At an awards banquet in San Diego, Skurla accepted the award "on behalf of Grumman Aerospace and on behalf of all those men and women who are involved in logistics support in our organization."

Skurla was nominated for the award by the Long Island Chapter of SOLE for his "contributions to logistics as an innovator, implementor, policy maker, and chief executive, in space and military aircraft systems."

Appointments

Among those who recently received changes in assignments were: DEPARTMENTAL OPERATIONS — in the Engineering Department, Willy Wolter, Structural Mechanics, and Frank Bunce, Structural Analysis, both promoted to technical specialist; and in Integrated Logistics Support Robert Schwarz, support program manager, E2B/C2A Programs; Annunzio Sterrantino, deputy support program manager, EA-6B; Ronald Bransfield, project manager, Field Service, F-14; and Joseph Rocco, project engineer, Electronic/Electrical Engineering; BETHPAGE OPERATIONS — Richard Ferry, supervisor, Planning; Ronald Nielsen, Honeycomb Core Fabrication/Prefit; and Albert Pilnacek, Major Assy., both appointed foremen; OPERATIONS QUALITY — Natale Franzese, manager, Supplier Control; in GREAT RIVER OPERATIONS — Kay Danza has been appointed to the position of assistant to the General Manager; and in STUART OPERATIONS — Gardner Sidway, staff assistant, Special Assignments; and Bob Baran, manager, Manufacturing Budgets and Estimates.

obituaries

CHARLES J. BOGAN of Electronic Des. and Development, Plant 25, died August 11 at the age of 46. He had been with the company since 1965 and resided at 48 Leewater Ave., Massapequa.

BERNARD W. DWYER of Repair Control, Plant 3, died August 14 at the age of 42. He worked for Grumman since 1957 and lived at 141 St. Andrews St., Glen Cove.

FRED G. JORDAN of Q.C. Supplier, Plant 30, died August 16 at the age of 55. He worked for the company since 1955 and lived at 35 Rose St., Islip.

MARY C. BREUNIG of Resources Mgmt. and Staff, Plant 5, died August 6 at the age of 58. She worked for Grumman since 1963 and resided at 29 Eagle Lane, Levittown.

WILLIAM F. FLYNN of Wing Final Assy., Plant 3, died August 1 at the age of 57. He had been with the company since 1951 and lived at 2220 Larch St., Wantagh.

RUDOLPH GRIMMINGER of Flt. Dev. Ops., Plant 7, died July 20 at the age of 57. He had been with Grumman since 1972 and lived at Montauk Hwy., Eastport.

DONALD L. NEWTON of PPO W.W., Plant 40, died August 7 at the age of 55. He had been with the company since 1960 and resided at 19 Goodwill Lane, Holbrook.

EDWARD F. SAMODOLSKI of Maint-Rearrangement, Plant 12, died July 18 at the age of 46. He worked for Grumman since 1974 and lived at 63-31 Forest Ave., Ridgewood.

Personals

To my friends and co-workers, and Employee Services for their kindness and sympathy at a time when it was deeply appreciated. The loss of my mother was a difficult burden that was eased by your thoughtfulness. Ken Budd

I would like to thank my many friends at GAC for the get well cards, novenas, and prayers said for me while I was being treated for cancer. It's a pleasure being associated with such fine people. James T. Duffy

I was to express my sincere appreciation to my many friends at Grumman for their thoughtfulness, prayers, cards, calls, and gifts during my recent recuperation from surgery. Edward Ellis Jr.

I wish to thank my fellow workers for their prayers, concern, gifts, and sympathy during the recent sickness and loss of my beloved wife. Anthony Giordano

My family and I would like to thank all our friends, fellow workers, and Employee Services for the thoughtfulness shown during the recent loss of my father. Raymond Mayerle

My family and I would like to extend our sincere appreciation to our many friends at Grumman for their prayers, kindness, and sympathy rendered during the recent loss of my father-in-law, Michael L. Cerullo. Richard P. Corney

My family and I wish to thank my fellow workers and Employee Services for their generosity and expressions of sympathy during the recent loss of my father. Don Macina

He's honored. *Leroy Grumman, who founded the company nearly 48 years ago with five associates, is the recipient of the Aviation Hall of Fame's 1977 Gold Medal of Honor and Achievement.*

Aviation Hall of Fame honors Leroy Grumman

Leroy Randle Grumman, a pioneer in naval aviation who founded the company nearly 48 years ago with five associates, is the recipient of the Aviation Hall of Fame's 1977 Gold Medal of Honor and Achievement.

The medal was presented to a number of those who are already enshrined in the Hall of Fame at Dayton, Ohio. In December 1972, Roy Grumman joined the ranks of the illustrious in aviation; they include Orville and Wilbur Wright, Eddie Rickenbacker, Charles Lindbergh, Igor Sikorsky, Jimmy Doolittle, Amelia Earhart, and Alexander de Seversky.

George Skurla, Chairman and President of Grumman Aerospace, accepted the award on behalf of the company co-founder at the Aviation Hall of Fame's 1977 Enshrinement Ceremonies in Dayton, Ohio, on July 23.

In commenting on Grumman's award at the ceremony, Skurla said: "It is indeed a great honor bestowed on a wonderful man, aircraft designer and humanitarian and for me, who has grown up over the years under Roy Grumman and has had the opportunity to have been part of some of the outstanding contributions that his company had made in the field of aviation. A stirring moment and a privilege to accept this medal on his behalf.

"From the Wildcats and Hellcats of World War II to the F-14 Tomcat, from the Widgeons, Mallards, and Albatrosses, and the Gulfstream to the Lunar Module and man on the moon. . .the name Grumman speaks for itself.

"On behalf of all his friends and associates, I would like to thank all the members of the Hall of Fame for their selection of Roy Grumman as recipient of this medal in recognition of his many significant

contributions to the aerospace industry and to his country, in both peace and war."

Other recipients of the Gold Medal of Honor this year were Jacqueline Cochran; General George C. Kenney, USAF (Ret.); C.R. Smith; and Brig. Gen. Charles E. Yeager, USAF (Ret.). Those inducted into the Aviation Hall of Fame this year were Walter Beech, Lawrence Bell, Will Rogers, all of whom are now deceased, and James McDonnell, and Alan Shepard Jr.

Medal of Honor. *Grumman Aerospace Chairman and President George Skurla (R) accepts Gold Medal of Honor and Achievement on behalf of Leroy Grumman from Aviation Hall of Fame president Charles Backus Jr.*

STA takes guesswork out of shuttle training

Edwards Air Force Base, Calif., Aug. 12, 1977 — When pilot Gordon Fullerton and flight commander Fred Haise ease the space shuttle orbiter down to earth here today, it will be a first-flight landing that might give them the distinct impression they've done it before.

The two STA's operated by NASA are Gulfsteam II corporate jets that had been modified by Grumman Aerospace for the shuttle training program. Astronaut shuttle crews have simulated this tricky landing more than 300 times in the modified twin-jet. In fact, Haise was up early the day before the milestone flight, flying the STA through a number of approach and landing rehearsals.

Training in the STA is safer, less expensive and more flexible and productive than in an actual orbiter or a scaled-down version. Many practice flights can be made, and two jet engines provide power should there be any mistakes.

When the astronaut flies the STA, he's controlling the craft by the on-board computer. This is programmed to make the jet react like the 150,000-lb flat iron-shaped orbiter, which makes a powerless glide approach and landing.

The powerless feel of the orbiter is simulated by flying the trainer with a great deal of reverse thrust. This causes it to drop at an angle four times steeper than a passenger aircraft would land. Normally, a corporate jet would never experience such rough treatment.

The instructor enters simulation data, such as orbiter weight, cargo weight, center of gravity and landing location, into the computer. He can also enter problems such as equipment failures to train the astronaut in emergency procedures.

Shuttle astronauts have praised STA because of its real visual motion cues and other environmental simulation it provides.

When shuttle flights actually begin, more data will become available to make the STA even more realistic. And with shuttle flights scheduled through the rest of the 20th century, these simulators will continue to play a key role in astronaut shuttle training.

GRUMMAN plane news

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Editor
Kathy Housley
Associate Editor
Norine Lyons
Editorial Assistant
Laura Solla
Telephone
Plane News from outside line
516-575-3293

Crowd pleaser

The summer of '77 is proving to be a busy season for the F-14 Tomcat. The U.S. Navy has been sending its air superiority fighter to a number of public air shows this season.

At right, visitors gather around the latest of the long line of Grumman fighters for close-up inspection at the Dayton Air Show on July 23. Last week, the Tomcat received plenty of attention from the attendees at the Trans Fair '77 in Atlantic City, New Jersey. And, this past weekend, visitors to the Warwick Air Fair in Rhode Island also got the chance to view the sleek Grumman fighter. Next exhibit of the F-14 calendar is the Cleveland National Air Show in Ohio on September 3-5.

He's got right idea, earns bond jackpot

Like many Grummanites, Leo Wisniewski has his own ideas on how to do his job better. But instead of talking about his idea, Leo started the gears that eventually implemented his innovations.

By submitting his suggestions to the Grumman Motivational Program Office, the Plant 43 Electrical Fabrication leadman not only saw his idea become part of his department's daily operation — he also earned $1,125 (face value) in U.S. Savings Bonds.

Leo Wisniewski

Leo, who had two ideas accepted, earned the top spot on this month's Project Sterling Suggestion award list. His first idea (worth $925) saves 10 minutes work on each of the 6,500 printed circuit (pc) boards a year at *Great River Operation*. A first-year saving of almost $10,000 has been computed for manufacturing costs.

Leo suggested that there was excessive taping of the pc board to protect certain portions while it was being sprayed with a moisture-proofing chemical to protect it against dampness during carrier operations.

His time-saving method for loading pc boards into the moisturizing test unit was also approved, and it boosted his winnings over the $1,000 mark.

Leo and his wife Sophie look forward to using his bonds when he leaves Plant 44 for retirement this November.

College-bound offspring

Gus Mancuso, runner-up for the top June award, intends to save his $700 in savings bonds for his daughter Nicolena's education.

The senior assembler-mechanic used to assemble the fuel probe housing details on the F-14 major assemblies at Plant 1. "But there were always so many of us working around the area at the same time that it was too congested," says Gus.

To overcome the space problem, he suggested the housing details be assembled at a work bench and then installed as a unit. Experimentation proved that he had a valuable idea. Both installation time and errors were cut back as a result.

Official tour. *Vice Adm. Fred Turner, Deputy Chief of Naval Operations for Air Warfare, recently visited Grumman for aircraft program updates. Grumman Aerospace Chairman and President (above R) welcomes the admiral near the F-14B, the Super Tomcat equipped with an advanced technology engine, at Calverton. Later in the day, Adm. Turner tours Plant 6 final assembly line with (L to R) Ralph Clark of the Washington office, Lt. Cdr. Ed Allen, Tom Merritt, Calverton Operations general manager, and Al Johnson, Plant 6 manager. (Photo by Gerry Costello)*

NASA selects GAC for two space studies

With the Space Shuttle program nearing operational status, the National Aeronautics and Space Administration (NASA) is now investigating potential hardware programs that will exploit this space transportation system.

NASA's George C. Marshall Space Flight Center in Huntsville, Alabama, recently awarded Grumman Aerospace two study contracts. An 11-month study on the construction of large space structures in low-earth orbit, using the orbiter as building center, will be managed by Ross Fleisig. The other contract, a 9-month effort managed by Jack Schultz, explores the building of large antennas on earth, transporting them via the shuttle, and deploying them in space.

"Many people find the idea of building something very large in space a little mind-boggling," says Fleisig.

"Actually," he explains, "because of the efficiency of the automated fabrication module, only a few construction workers would be needed in space to perform a limited number of tasks, such as final assembly and alignment of fabricated beams. They would be tethered to the construction base and could move around by using the MMU's (man maneuvering units) which are sort of jet back-packs.

"Two key elements of this study," says Fleisig, involve other ongoing Grumman space programs: The shuttle orbiter and the automatic fabrication module." The automated fabrication module, nicknamed the beam builder, takes long strips of thin, rolled up aluminum (which can be stored easily in the payload of the shuttle) and curves and shapes them into beams of specified dimensions.

The study will consist of four tasks including: evaluating the requirements of large space structures and recommending a representative design concept for space demonstration in 1983-84, planning of a demonstration program with estimates of hardware and software costs; describing the first flight test; showing the transition of the shuttle-based construction facility into a space construction base to build larger and more sophisticated space structures.

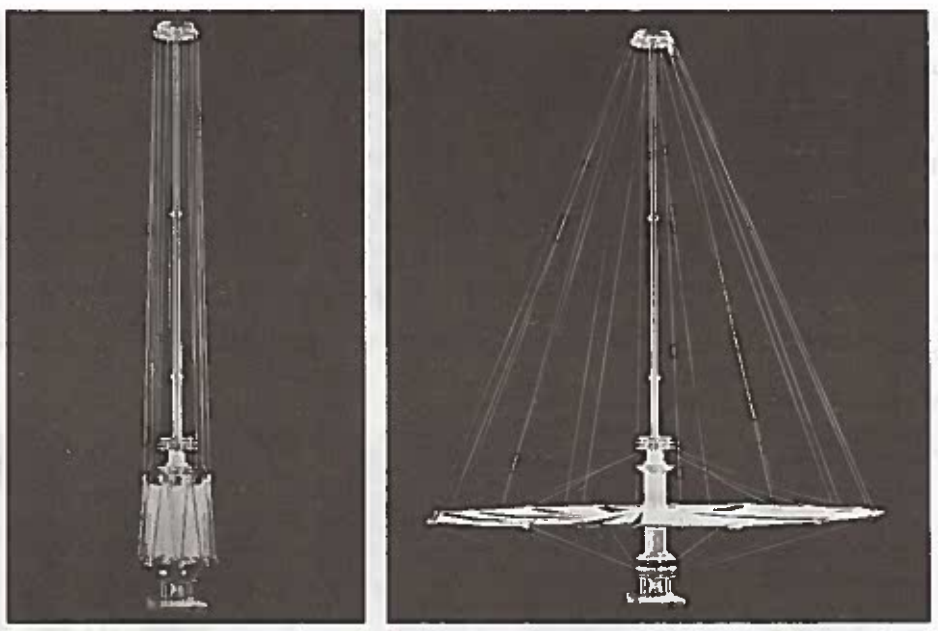
The Grumman study is a key part of a program to develop large space structures. The total effort will yield many benefits, according to Fleisig, including more efficient utilization of the earth's resources and food sources; the use of solar energy; greater protection of the environment; and enlargement of our scientific knowledge of the universe, its workings and origin.

Discussing the problem of large space antennas, Schultz uses the analogy of getting into a car with an open umbrella. "You can't do it," he explains; "you have to fold the thing up first. To fit a large space antenna into the space shuttle, we have to be able to fold it up and then deploy it once it's up in space."

Large deployable antennas have a variety of space applications. As the receiving radius or capture area is increased, communication, radar, and radiometry system performance improves rapidly.

"The challenge for space antennas is to achieve a large capture area in a deployable structure that is rigid, holds its shape, has high RF efficiency, and has low mass per unit area," says Schultz.

The study is the first step in a program to assess the capability of the shuttle to deliver and support large deployable antennas. It will investigate shuttle-related factors limiting antenna size and will define the largest practical antenna deployable from the orbiter.



Just like an umbrella. *A model for a large space antenna, shown closed (L) and fully deployed (R). The folding design permits it to be enclosed in the space shuttle.*

Back to school

Application forms and general rules for the Grumman Tuition Reimbursement Program are now available at all Employee Service (ES) offices and Field Service Administration offices.

Students are reminded that applications for the fall semester must be filed with the Tuition Reimbursement Office, Dept. 327, Plant 39, within 30 days of the school's last date of registration.

Grumman sponsors radio spots

"About Long Island," the minute-long Grumman-sponsored radio feature, is now beginning its sixth month over Long Island air waves.

Nine Long Island AM and FM stations carry the spots which feature the happenings and events on Long Island — including some about the company and Grummanites.

More than likely you've heard "About Long Island" during the morning rush hours or over the weekend.

Is the program a success? Grumman Corporation Public Affairs would like your opinions and suggestions. Please send them to: Grumman Corporation Vice President Sandy Jones, director of Public Affairs, 1111 Stewart Ave., Bethpage, N.Y. 11714.

In case you haven't heard the daily radio messages, here are the local radio stations that carry "About Long Island".

WALK AM Patchogue, 1370; WALK FM stereo Patchogue, 97.5; WBAB FM stereo, Babylon, 102.3; WBLI FM stereo, Patchogue, 106.1; WGBB AM Merrick, 1240; WGSM AM Huntington, 740; WHLI AM Hempstead, 1100; WLIX AM Islip, 540; and WRIV AM Riverhead, 1390.

Take your pick of trips

Whether you're planning a weekend trip or a holiday vacation, it might be worth your while to check up on the many vacation packages being offered by the Grumman Athletic Association (GAA). Here is just a sampling of 1977 trip packages:

CAP COD — This weekend trip is slated for September 9-11. The package includes breakfast and dinner on Saturday and Sunday, admission to Plymouth Rock, Mayflower II, Pilgrim Monuments, Provincetown, clambake, and round-trip bus transportation. Accommodations are at the Sheraton Inn, Falmouth. The weekend trip costs $96 per person based on double occupancy per room; single room, $107; children under 12, $30.

WESTERN WEEKEND — GAA is also planning a weekend excursion to Roaring Brook, Lake George. The September 30 — October 1 weekend package costs $79.75 per person (with four to five people per room), $84.75 each (three persons per room), and $89.75 per person based on double occupancy. Included in the package are round-trip bus transportation; breakfast and dinner, both Saturday and Sunday; happy hour; heated indoor pool, tennis, basketball, volleyball, etc.; evening entertainment; taxes and tips. Horseback riding costs $5.50 per ride.

THANKSGIVING — There are still openings in the two Thanksgiving week vacation packages. The Acapulco trip, slated for November 18-25, costs $456 per person based on double occupancy. The trip to Rome, scheduled for November 20-28 is $449 per person.

BERMUDA — This year's year-end holiday break special is a weekend trip to Bermuda, December 27 through January 3. Cost per person is $405, based on double occupancy per room; $385, with three persons sharing a room; and $480, if you wish a single room. The Bermuda trip package includes: accommodations at the Belmont; unlimited tennis; welcome rum-swizzle party; round-trip air fare via American Airlines; two meals daily; airport to hotel transfers; departure taxis; heated pool and hotel tax and gratuities. Sightseeing and golf are optional.

Contact GAA, Ext. 2133 or 2269, for additional information.

Registration for the year-end holiday package will take place on Tuesday, September 20 at 5:30 p.m. in the Plant 28 auditorium. At that time, a deposit of $100 per person must be submitted. Make checks payable to Austin Travel.

B. Ellison

J.A. Glaser

C.D. Warren

A.P. Kinkella

E.J. Happ

H.F. Pemberton

W.R. Mytko

F. Posillico Jr.

H. Podeyn

G.J. Leloudis

D. Valentine

E.H. Watson

J.E. Zaremba

J.A. Greene

D.A. Moore

D.D. Davoli

J. Simpson

H.P. Gage

A.N. Martin Jr.

M. Macchio

W.J. Nauke

B.H. Waag

A. Lopes

E. Wnek

G.C. Trotta

H.E. Smith

C.E. Downing

C. Maragakes

S. Hale

G.M. Myers

R.E. Kopp

H.W. Henle

B.J. Germano

D.A. Vignati

service milestones

40

Hermann Hoffmann, Prod. Supv. (27)

35

Andrew J. Pryor, Prod-Cntl-Parts (2)
Herbert J. Loromer, Repro. Serv. (2)
Alfred J. Fenn, ILS Estimating (30)
Nicholas DeJesu, ILS Site Mgt. (90)
Joseph D. Compitello, ILS Logistic Serv. (94)

30

John Vengroski, Cadium Plate (2)
Michael Calamita, Heat Treat (2)
Peter Wladyka, Tanks and Ducts (2)
Joseph Bascone Jr., Prod-Cntl-Parts (2)
George H. Schalck, Mach. Shop (2)
Fred J. Berlenbach, Conv. Mach. (5)
Anthony S. Durka, Sub-Assy. Maj. (5)
Arthur R. Piampiano, Static Test (5)
Claremont C. Jiran Jr., Aero Test (5)
Michael J. Cappiello, Cent. Rec. (24)
John Razzini, Repro. Serv. (25)
Marvin C. Weil, Prod. Rel. and Analy. (27)
Virgilio Cagna, Prod. Ctl-Parts Cntl. (30)
Peter Vitale, Reqts. Plng. (30)
August C. Sarrantonio, Cntls. and Mechanisms (35)
Donald W. Bone, Struct. Analy. Stf. (35)
Stanley Wondolowski, Invent. Mgt. (44)

25

George J. Leloudis, Elect. Fab. (1)
Donald M. Valentine, Hydraulics (2)
Donald B. Weaver, Propulsion Test (2)
Alfred N. Martin Jr., Propulsion Test (2)
Edward H. Watson, Trans-Ops. (2)
Joseph E. Zaremba, Maint-Facl. Equip. and Gen. (2)
Leonard Miller, Insp-Mech. (2)
John Balke, Alodine (3)
John A. Greene, Alodine (3)
Daniel A. Moore, Spotweld (3)
Delmo D. Davoli, Spotweld (3)
Doctor B. Crews, Wing Sub-Assy. (3)
Albert G. Kaval, Wing Sub-Assy. (3)
John Simpson, Honeycomb Final (3)
Henry P. Gage, Methods Engg. (3)
Bradford Ellison, Stockrooms (3)
John A. Glaser, Insp-Mech. (3)
Charles D. Warren, Matl. Mgt. M/S (4)
Alexander P. Kinkella, Support Equip. Prod. (5)
Marie Crescenti, Food Serv. (5)
Edward J. Happ, Advanced A/C Sys. (5)
Hector F. Pemberton, Fluids (6)
William R. Mytko, Ordnance (6)
Frank Posillico Jr., Structures (6)
Louis Vitello, Structures (6)
Herbert Podeyn, Structures (6)
William F. Brownson, Indust. Engg. (7)

R.F. Goodwin

W.F. Walsh

V. Rongo

P. Taffner

F. Laurito

T.E. Lawrence

P.P. Thiergardt

M. Silipo Jr.

D.H. Bartow

J.T. Scanlon Jr.

H.L. Schoemmell

L.J. Kotula

Matthew Macchio, Electronic/Elect. PRD Supp. (7)
Wolfgang J. Nauke, Maint-Rearrangement (14)
Bernard H. Waag, Drafting (25)
August Lopes, Sub-Assy. (27)
Edward Wnek, Fuselage Joining (27)
George C. Trotta, Stockrooms (27)
Harold E. Smith, Reqts. Plng. (30)
Chester E. Downing, Pricing and Analy. (30)
Christopher Maragakes, Matl. Mgt. M/S (30)
Sidney Hale, ILS Mech. Engg/Des. (35)
George M. Myers, Facl. and Lab. Support (35)
Richard E. Kopp, Sys. Sciences (35)
Robert J. Allen, Final Assy. (36)
Hurlow W. Henle, TS Cust. Trng. Mgt/Stf. (39)
Bruno J. Germano, Land. Gear Carrier Suitab/Arm. (40)
Helen Rau, Repro. Serv. (43)
Daniel A. Vignati, Mech. Detail and Finish (43)
Richard F. Goodwin, Circuit Analy. (43)
William F. Walsh, Elect. Box Pan. and Draw. Fab. (43)

Check your coffee maker

The Industrial Safety Department recently announced that according to a Consumer Research report certain "Mr. Coffee" machines are potentially hazardous. Those marked with serial numbers G, H, I, J, K, or L-75 could cause serious injury under some conditions.

If the units are returned to "Mr. Coffee," they will be repaired free of charge.

Victor Rongo, Invent. Mgt. (44)
Peter Taffner, F-14 Final Assy. (77)
Frank Laurito, Indust-Eng. (77)
Thomas Russell, Sub-Assy. (77)
Thomas E. Lawrence, ILS Site Mgt. (90)
Paul P. Thiergardt, Mfg. Offsite Support (94)

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Also included in this month are July anniversarians Michael Silipo Jr., Final Assy. (1); Donald H. Bartow, Meth. Engg. (2); James T. Scanlon Jr., and Harold L. Schoemmell, both of Prod. Release and Analy. (6); and Ludwig J. Kotula, Trans-Ops. (7).

20

Joseph V. Averso, Prod. Cntl-Parts Cntl. (1)
George F. Albert, Conv. Mach. (3)
Henry Meyer, Conv. Mach. (3)
Joseph H. Becker Jr., Chem. Mill (3)
Nicholas V. Descetto, Chem. Mill (3)
William R. Brown, Assy. Tool and Hand Equip. (3)
Paul J. Bach, Conv. Mach. (5)
Donald E. Fahey, Maint-Rearrangement (6)
Frank Steininger, Fluids (6)
Ralph Warren, Structures (6)
Franklyn D. Smith, Qual. Engg. (6)
Edward A. Calvelli, QC Lab. (10)
Francis E. Hurley III, QC Lab. (10)
Edward V. Scicchitano, Power Plant Des. (25)
Leonard R. Godbold, Sub-Assy. (27)
Richard A. Oman, Fluid Dynamics (35)
William C. Coulbourn, TS Dept. Mgt/Stf. (36)
Herbert O. Dettmering, Loads and Criteria (40)
Calvin J. Colonel, Insp-Elect. (43)
William C. Adams, Elect. Cable Fab. (44)
August K. Kubart, Maint. Cntl. Center CMS (60)
Manning H. Dandridge, Des. Engg. Proj. Engg. (72)
Raymond W. Single, Tech. Ops. (77)

15

Rosario Sciglio, ILS Digital Engg. (1)
George W. Moles, Steel Parts Assy. (2)
James Y. Eng, Propulsion Test (2)
William J. Johnson, Jig Dets. and Sub-Assy. (2)
John F. Martinez, Spec. Tool Design (2)
John J. Duffy, ILS Mech. Engg/Des. (2)
Barrie A. Dehnert, Mail Serv. (2)
Carl R. Murray, Food Serv. (2)
Arthur Spooner, Conv. Mach. (3)
William A. Knight, Wing Sub-Assy. (3)
David L. Walker, Honeycomb Prep. (3)
Albert R. Bodamer, Sys. Text/Flt. Integ. (4)
Gustave J. Morgenstern, Veh. Liaison Engg. (4)
Harold C. Allen, FTT Sys. (4)
Victor H. Heitzmann, Mech. Struct. and Proto. (5)
James R. Haney, Support Equip. Prod. (5)
Harold Wesley, Presentation Serv. (5)
Robert T. McNiece, Advanced A/C Sys. (5)
Jean M. McNamara, Financial Op/Secretaries (5)
Frederick A. Kaufman Jr., Customer Reqts. (5)
William D. Brown, DOD A/C — Prog. Stf. (5)
John L. Saczek, Maint-Facl. Equip. and Gen. (6)
Galen M. Becker, Industrial Safety (6)
Walter R. Martens Jr., Plant Protection (6)
Millard A. Northridge III, Elect. Install. (6)
John McCardle, Elect. Install. (6)
Vincent J. Maggio, Elect. Install. (6)
Raymond A. Raynor, Elect. Install. (6)
Charles Beolchi, Structures (6)
Ernest Baker Jr., Structures (6)
Lillian E. Baldissard, Prod. Mgt. and Stf. (6)
Rocco J. Vasti, Prod. Release and Analy. (6)
Warren Thompson, Final Assy. Insp. (6)
Alta M. Sharp, Administration (7)
Arthur S. Doyle Jr., Flt. Safety and Support (7)
Michael P. Healy, FTT Flt. Dynamic and Load (7)
Henry L. Kreymborg, Structures (7)
Domenico Capobianco, Structures (7)
Felix P. Iasevoli, Flt. Ops. (7)
Henry A. Myslborski, Avionics Dev. (7)
Peter D. Pisani, Computer Interface (14)
Bertha M. Budesheim, Secretarial Serv. (14)
Nero Bell, Maint-Facl. Equip. and Gen. (15)
William R. Gorman, ILS Tech. Illus. (15)
Miles G. Merritt, B/P Warehouses (21)
Ronald W. Sadler, Environ. Dynamic Test (25)
Bernard Kram, Life Sciences (25)
Rosario J. Cannizzaro, Safety and Maintainability (25)
Thomas J. Swearingen, Radar (25)
Eugene T. Ceraso, QC Qual. Engg. (25)
Charles R. Miller, Prog. Contracts (25)
Ralph E. Bauer Jr., Prog. Plng. Cntl. and Budg. (25)
Vincent M. Frazzitta, Sub-Assy. (27)
Charles R. Campbell, Seller Surveillance (30)
Andrew F. DiMarco, Financial and Reg. Reports (30)
Hermann K. Lohmann, ILS Mech. Engg/Des. (35)
Calvin H. Weiser, Aerophysics (35)
Joseph J. Conlan, Corp. Contracts (35)
John J. Lomardi Jr., QC Qual. Engg. (35)
Arthur Lim, Sub-Assy. (36)
John J. Franciscovich, Hydraulics (36)
Phillip E. Burkhardt, Computer Design (36)
Stanley Hirsch, ILS Elect. Engg. (40)
Owen F. Pettit, ILS Digital Engg. (40)
Vincent J. Pernice, Environ. Cntl. Des. (40)
Berger O. Peterson, Crew Sys/Equip. Integ. (40)
Richard A. Fox, Elect. Bx. and Pan. Fab. (43)
Edward Hirsch, Status and Cntl. (43)
Joseph V. Troiano, Resources (43)
Michael W. Kearns, Insp. Elect. (43)
Paul P. Engasser, Prod. Supv. (44)
Henry G. Faulhaber, Invent. Mgt. (44)
Murray Mossack, Invent. Mgt. (44)
Clifford R. Webb, Invent. Mgt. (44)
Thomas E. Reilly, A6E Pickup/Delivery (60)
William Richter, Administration (66)
Frederick E. Jansky, Tech. Ops. (77)

calendar

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39 classroom 1; closed meetings. Personnel Relations, x3521; Calverton: every Mon., 4-5 p.m., Headquarters Building; Great River: every Wed., 4-5 p.m., Pl. 43 conference room 3.

American Society of Mechanical Engineers: Thurs., Sept. 8, 7:30 p.m., LILCO Hicksville Office, room 210; local chapter; membership and exec. committee meeting. L. Hemmerdinger, x2152.

GACE Flying Club: Fri., Sept. 9, 5 p.m., Pl. 28 auditorium; regular monthly meeting and FAA movie; all welcome. L. Hahn, x4918.

Grumman Cycle Touring Club: 2nd Mon. of every month, Pl. 28 auditorium, 5 p.m. G. Hilton, x8053.

Grumman Dance Club: every Wed., 5-8 p.m., Pl. 30 cafe; Aug. 31/Sept. 7 hustle lessons; friends and relatives welcome. E. Murway, x3537/M. Brown, x(115)3777.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. R. Muntz, x8101.

Grumman Tennis Club: first Mon. of every month, 5 p.m., Pl. 28 auditorium. W. Wilson, x7819.

Grumman Toastmasters Club: Wed., Sept. 7, 5 p.m., Pl. 25 conference room; public speaking, training, and evaluation; GAC and affiliated government personnel. H. Blumenthal, x2706.

Karate Club: every Tues. and Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise and self-defense; GAC employees and families welcome. H. Dreksler, x8812.

Retiree Club: Sat., Sept. 17, 10 a.m., Fred Howard Park, Shelter #5, Tarpon Springs, Fla.; annual picnic; all Grumman retirees welcome.

Stamp Club: 1st, 2nd, 3rd Wed. of each month, 4:45 p.m., Pl. 35 cafe. S. Hoops, x3926.

The National Secretaries Assoc. (Intl.): Thurs., Sept. 15, 6:30 p.m., The Polish Independent Club; all chapters; presentation on ERA; all welcome. E.M. Gaias, x(117)7397; also, seminar on "The Secretary's Professional Development"; Sat., Oct. 1, 9:30 a.m. — 12:30 p.m., Shoreham-Wading River High Sch., Rte. 25A, Shoreham; speaker: Mrs. Angeline Krout, CPS, Glen Burnie, Md.; registration fee $5.

Is there life after work? Retirees say: you bet!

"Avoid the RCB (Rocking Chair Brigade)!" warns Grumman retiree Charles Tacke.

That's the most common advice given by Grumman retirees to newcomers (or "rookies" as they're known in Grumman Retiree Club circles.) In their opinion, retirement can be either a hollow and frightening experience or an enjoyable and fulfilling time of life. It's up to the individual.

Today there are over 5,000 persons receiving Grumman pensions. And that number is growing. By the end of this year, an additional 1,200 Grummanites are expected to retire early via the company's Supplementary Income Plan (SIP).

The psychological and emotional impact of retirement — the sudden departure from routine, responsibility and often the prestige and position associated with many jobs — must be faced by retirees from all walks of life.

To some, adjustment to a new lifestyle was not devastating. Basil Papa who retired less than a year ago quips, "I had to learn to live with my wife 24 hours a day." For Alex Sabiston, the transition was quite easy. "I worked the night shift for the last 10 years before retiring in 1972 so my wife had been used to having me around."

To Charlie White, retirement meant "sleeping without an alarm clock." and Ella Schell found it difficult at first to learn to slow down.

"What did other retired couples do?" wondered Carl Ellenberg shortly before retiring. "There was my neighbor, a real 'tube-boob,' watching TV into the wee hours of the morning and sleeping until noon. It was not for me."

So the Ellenberg's bought an acre of land in Mahopac, 50 miles north of New York City. During the past seven years, they've transformed their "unsightly wilderness with a smelly swamp" into their "own botanical gardens, complete with dream house."

All retirements are not success stories. Many people, perhaps prematurely, sell their homes on Long Island and head south . . . only to find out they are too far away from friends and relatives or that the weather year-round is not to their liking. With their children grown, some discovered they had nothing to do with all their "free" time. Then again, there are people like Wallace Ackerman.

He's now 81. He retired back in 1961. "I am a playboy at heart so this freedom is thoroughly enjoyed." He and his wife have been residing in their Huntington house since 1930.

Here are just a few highlights from his 16-year career of "leisure." "When I first retired I took adult education courses in oil painting, ceramics, sculpture and woodworking . . . I also do veneering, and chair caning . . . We both do volunteer work . . . spend a lot of time writing to the President, my senators and congressmen trying to make this a better country . . . Took up golf at age 75 and though I never excelled, I still like to play.

"Take my advice: don't get crumpy or sloppy. Shave everyday and don't come to the table looking like a bum. Make friends. Keep active. And, remember there is never enough time to do all the things you should or want to do."

Perhaps the old adage overheard frequently at Grumman Retiree Club meetings conveys it best: "Retire to something — not from something."

(This is the first in a series of articles on a growing segment of the Grumman family — the Grumman retirees. Most of the information appearing in this series has been supplied by Grummanites who have retired. Over 225 retirees filled out PLANE NEWS questionnaires at Grumman Retiree Club meetings in Florida and New York earlier this year. In addition, over 200 people wrote personal letters to PLANE NEWS to let their friends "back in the plants" know what's happening. The next PLANE NEWS will feature "To move or not to move.")

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

BULK RATE
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